

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS,  
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.  
A Weekly Newspaper for Seafaring Folk and their Friends.

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ONE PENNY.

## AS OTHERS SEE US.

*Ship Masters' and Officers' Union*.—"Best medium for advertising."  
*Morning Advertiser*.—"Smartly written."  
*Daily Chronicle*.—"Ablly conducted."  
*Reynolds's Weekly Newspaper*.—"Bright."  
*Marine Record*.—"Doing pioneer work."  
*Coast Seamen's Journal*.—"Come & stay."  
*Railway Review*.—"Circulation nearly 20,000."  
*Literary World*.—"Will be appreciated by all who go down to the sea in ships."  
*Coast Seamen's Union (San Francisco)*.—"A worthy champion of the sailors' cause."  
*Star*.—"Good literary matter."  
*Liverpool Daily Post*.—"Most popular."  
*Glasgow Herald*.—"Interesting."  
*Liverpool Mercury*.—"The organ of the seafaring class."  
*Weekly Times and Echo*.—"The parent of the Seamen's and Fishermen's Unions."  
*Weekly Dispatch*.—"The success of the Seamen's Union has been largely due to the sagacity and energy with which SEAFARING has advocated the cause of the sailor."  
*The People*.—"Useful."  
*Liverpool Echo*.—"Multiform attractions."  
*The Democrat*.—"Useful work."  
*Seaboard*.—"A warranty of long life."  
*Baillie*.—"Dealing even-handed justice."  
*Weekly Budget*.—"A career of much prosperity and usefulness."  
*Mercantile Marine Service Association Reporter*.—"Written in true sailor style."  
*Scottish Leader*.—"Its sails are already filled with a favouring breeze."  
*Men and Women of the Day*.—"Enjoys an enormous circulation."  
*Derry Journal*.—"High reputation."  
*Western Daily Press*.—"Full of original matter."  
*Eastern Daily Press*.—"Something in its columns to suit even gentlemen of England."  
*Engineers' Gazette*.—"Rapidly improving."  
*Northern Echo*.—"Vigorously written. Doing its work well."  
*Southampton Observer*.—"Zeal and ability."  
*Tonbridge Free Press*.—"Interesting to everybody."  
*Hampshire Independent*.—"Well conducted."  
*Cork Examiner*.—"Most valuable."  
*South Wales Echo*.—"Well edited."  
*Hastings News*.—"A welcome guest."

## IN THE DOG WATCH.

In the very first number of SEAFARING—long before the Union ever touched the subject—we stated that to obtain votes for seamen at Parliamentary elections was one of our chief objects, for the very simple reason that until seamen have votes the average politician will pay no heed to the seamen's wants. Again and again we have since urged that seamen are superior in the matter of intelligence, and infinitely more important to the nation, than some classes which enjoy the franchise unchallenged. Now, as we noted last week, there is a Bill before Parliament on the subject.

As we have only just received the Bill before going to press, it would be rash at present to pronounce a definite judgment on so important a matter, even if we had space left, which we have not, to do it justice. For the present we must be content to note that the object of the measure is to enable master mariners, engineers, seamen, and fishermen to vote in the election of members of Parliament by means of voting papers. If any one of these persons has good reason to believe that he will be prevented from attending in person to vote, he will, under the Bill, be able to record his vote on a voting paper before a person authorised to administer an oath, but the precaution is taken that the person administering such oath shall only see the signature of the person voting, and not the name of the candidate voted for. The Bill was brought in by Mr. Heneage, and backed by Sir E. Birkbeck, Mr. Grotian, Mr. H. Anstruther, Mr. Duff, Mr. Maclure, Sir Savile Crossley, Mr. Asher, and Sir John Puleston.

As these M.P.'s belong to different political parties, the Bill is not a party measure, and will not, we hope, be so treated. It is evidently a well-meant step in the right direction, and should be supported as such; but we fear most seafaring people will consider that it does not go far enough, as it only provides the machinery for recording a vote in the case of registered voters, and so long as the existing residential qualification is required by law a large number of seamen cannot be registered as voters. But, on the principle that half a loaf is better than no bread, let us be thankful for so much as the Bill concedes, and trust it will soon pass into law.

The *Journal of Commerce* is to be congratulated on a truthful article dealing

with undermanning—an article which might have been written for SEAFARING. As we have lived to see both the *Shipping Gazette* and the *Journal of Commerce* come round to our way of thinking on several preventable evils, SEAFARING, had it done nothing else, has not been navigated in vain.

Seamen whose confidence in the Sailors' and Firemen's Union has been largely enlisted by the fact that Mr. Plimsoll is president, seem in many cases unable to understand the position which that gentleman takes up. Mr. Plimsoll, as our readers are aware, holds office on the distinct understanding that he is in no way responsible for the business transactions of the Union, nor for the administration of its funds.

It is, nevertheless, contended that either Mr. Plimsoll should resign or else see that the money, which his name is used to obtain, is properly dealt with. Does not the fact that Mr. Plimsoll will not be responsible indicate that he himself has little confidence in the administration of the Union's funds?

If, as it thus appears, Mr. Plimsoll has himself little confidence in the management of the Union, is it fair to the seamen that Mr. Plimsoll's name should be used to enlist the seamen's confidence in an organisation in which Mr. Plimsoll apparently has so little faith that he will accept no responsibility for its management?

Such are the questions which some of Mr. Plimsoll's most ardent admirers are asking, and it is not for us to answer them.

But this we know. A day of reckoning is at hand, when the shameless villainy, corruption, falsehood, and fraud perpetrated in connection with the Sailors' and Firemen's Union can be no longer hushed up and those who are Mr. Plimsoll's truest friends and best supporters are the most anxious that, for the sake of his own reputation and the success of his work, he shall take some action, either by washing his hands of the whole affair or by insisting that the Union shall be honestly worked.

If the Union is allowed to go on as it is going, there can be no doubt that, as a correspondent stated in last week's SEAFARING, its days are numbered. Expert as some of its staff may be at cooking accounts, the fact that its receipts have fallen and are falling off cannot be truthfully denied. They seem now to have

fallen so low that it is deemed inexpedient to publish them. At any rate, they were not published last week. The baser sort of shipowners are, of course, chuckling over the course which the Union is steering, knowing that it must end in ruin.

These questions consequently arise—Shall the Union be allowed to go to ruin? Shall it be purified and saved? Or shall a new one be at once started? A new Union started now would have to fight both the present Union and the baser sort of capitalists. To start a new Union after the ruin of the present one would be no easy task, as the seamen would be slow to trust any Union again. To purify the existing Union seems the easier task; therefore seamen should agitate for the calling of a special general meeting to hear the grave charges of fraud, treachery, corruption, and mismanagement which have to be made.

It is reported that consternation was caused in Dundee the other morning, on the discovery of what seems to have been an attempt to set fire to the Shipping Federation office. The letter-box had been crammed with paper and matches, saturated with paraffin and set fire to. Fortunately, the letter-box opened, and the burning paper fell on to the floor, where, owing to the absence of inflammable material, it burned away harmlessly. There are bonded warehouses on either side of the office, and an enormous conflagration might have resulted had the attempt been successful.

Union men will perhaps be blamed for or suspected of this, of which we hope they are not guilty; as such an outrage could only prejudice right-thinking people against them.

SEAMEN are, say Quebec advices just to hand, very scarce at that port. Vessels ready for sea find considerable difficulty in completing their crews. Naturally, seamen's wages are on the rise.

SEAWORTHINESS OF TORPEDO GUNBOATS.—In consequence of the narrow escape of the *Sandfly* from foundering while cruising in the Bay of Biscay in a gale, the Admiralty have ordered the vessel of the *Rattlesnake* class to be fitted with steel hatches and combings, and provided with relief valves for freeing the lower deck of water.

THE *Search Light* (Pearson's Monthly) is the title of a new monthly magazine, consisting of articles, stories, and poems collected from various sources. There are several illustrations, notably a large coloured and very pretty plate, and the new venture should be a success. Among its contents is an article stating that in certain countries it is the husband who takes to his bed and is nursed when his wife makes an addition to the family.

OVERLOADING.—At Cardiff, Captain John James, of the steamship *Trinidad*, was summoned on Friday for submerging his maximum winter load-line in salt water. The stipendiary, in giving judgment, said that he had before given emphatic expression to the gravity of these offences. He did not see his way clear to reduce the penalty by one penny, and he would fine the captain £100, the maximum penalty, and costs, or, in default of distress, three months' imprisonment. The distress would be levied on the vessel.

FROM San Francisco it is reported that on Feb 6, a sad accident occurred on the British ship *Aeolus*, lying at Long Bridge. John Buchanan, one of the seamen, was on the foreyard, stretching the gaskets, when he lost his balance and fell to the deck, a distance of forty feet. When picked up he was insensible but still breathing, and the patrol-wagon was summoned and he was sent to the hospital. Before he reached that institution, he expired. Deceased was a native of Scotland, 42 years of age, and leaves a widow and several children in his native country.

## YARNS.

CLXXIX.

### A TRUE PICTURE.

"Many of these old rattle traps are regular homes," said a sailor called Long Jim to a number of sailors gathered round him. We were discussing the proposition made by the skipper of a small barque which was battling her way down Channel bound for Newport (Mon.) to load coals for the Mediterranean. The crew had been shipped in London to take her round to Newport in ballast at so much for the run; and the skipper had just asked us if we would sign articles on arrival for the voyage.

We had been out a week, and, though the barque was undoubtedly old, she was very comfortable. We had had fine weather so far, so had no opportunity for testing her seaworthiness, but the food was good and plentiful, and the skipper kindness itself. Every night he would say,

"Keep the galley fire going, my lads, and make yourselves coffee.

#### NO STINTING

on any ship that I have command of."

"Well, I say she's a regular home," repeated Long Jim as we stood round him. "So what do you say, boys, Shall we sign?"

After a little palaver we went aft, and told the skipper that the ship seemed comfortable enough, and, as it was a fine weather voyage, we had no objections to signing articles on arriving at Newport, providing that he then got a second mate, for at present the man acting in that capacity seemed to be much more of the steward than the sailor. The captain told us the second mate he had shipped had missed the vessel in London, but would join in Newport.

In about a week's time we arrived at that place, and in a few days were loaded with coal. When we went to the shipping office to sign articles we looked about anxiously for the new second mate, but to our surprise none appeared. The skipper assured us that it was all right, and that the man would be with us before we sailed.

Next morning before daylight we were roused up to haul out of dock. This was rather a sudden departure, as we had been given to understand that she was not to sail for a couple of days, but the tug-boat soon had hold of us, and we were towed down the Severn towards the Bristol Channel. A man who appeared to be the new second mate came aboard and gave general satisfaction, as he was an elderly man who seemed to know his work. At breakfast-time we were served out with beefsteak and soft tack, and we

#### CONGRATULATED OURSELVES

on having found such a good ship. The whole of the crew were English, and the skipper told us he had never shipped a foreigner in his life. All the morning we were busily engaged in rigging the jibboom out. At dinner a good lot of grog was served. When we came on deck again we were sent to man the pumps, for the captain said she would probably make a little water at first, though she would soon take up when she got to sea. We pumped for about half an hour, but she showed no signs of sucking, which caused a certain amount of growling. The captain himself sounded the

well, and on drawing up the rod shouted out—"Avast pumping! She's nearly dry. We'll give her another jog later on."

About twelve o'clock that night we were off Lundy Island, and the tug prepared to cast us off. All now was bustle and hurry as we made sail, during which time a boat came off from the tug for the pilot. As soon as all sail had been made and the deck cleared up, we were told to

#### MAN THE PUMPS

again before settling the watches. This caused some more growling, so the captain told the second mate's watch they could go below. It was one o'clock in the morning when we started pumping, and we pumped till half-past three before we could get a suck. We now began to repent having shipped in this vessel, for no work is so hard and irksome as pumping.

The skipper, hearing some murmuring, called us aft, and served out a lot of grog, telling us that she would soon take up, and that it rested with ourselves whether we meant to be comfortable or not. We turned in at eight bells, and had scarcely gone to sleep when we were awoken by the clanking of the pumps going again. But sailors are accustomed to sleeping under difficulties, and so long as they are not turned out do not care much what goes on on deck. So after a growl or two about coming to sea in a sieve we went to sleep again. When we were roused at seven bells for breakfast the pumps were still going. There was a stiffish breeze blowing, and the old barque was making fairly good way. One of our watch went aft to get the biscuits, but instead of returning with the crisp new biscuit we had been served out with whilst coming down Channel, he entered, saying, "This is the regular old home we've got aboard of! Look at this bread! Why, the

#### PIGS WOULDN'T EAT IT,"

at the same time holding up a biscuit covered with green mould and full of maggots and weevils.

"Let's go aft and see the skipper. We'll have to pump from morning till night to keep the old hooker afloat, and they must feed us."

We shambled aft, bearing the bread barge. The skipper and mate were on the poop.

"Well, men, what do you want?"

"Look here, sir," said Long Jim, who constituted himself spokesman, "this 'ere cook and steward of yours has made a mistake, and served us up with the pig's food."

"Oh! is that the case? Let's have a look."

We handed up the bread barge. The skipper took a biscuit, broke it, and, putting it back, said, "I see nothing wrong with this. I tell you what it is, you can either eat them or let them alone. And mark my words, I'll have none of your shennaniking board here. You infernal

#### MUTINOUS LUBBER!

go away forward, and take what you can get."

By this time the watch on deck had gathered round, and the crew presented a menacing attitude.

"Go forrard, I tell you, or I'll put the whole lot of you in irons."

"You're welcome to do it and work the pumps yourself," said one of the men.

"Come along, lads, we'll knock off until we get something better than this."

We made our way to the fore-castle. "Now," said Long Jim. "I'm the oldest



man forrard, I think, and if you'll take my advice there'll be no mutiny and no knocking off; and for this reason. There are only six of us forrard, and there are five aft all armed. So, my boys, we'll have to

#### GROWL AND GO.

If we knock off the old hooker will sink. And even if we mutiny and get the upper hand, well—no good ever came of that game."

Most of us saw that Jim was right, so we turned to again.

We found all the stores equally bad, the pork and beef rotten and stinking; but it was no good growling, and as long as we held our tongues the skipper let us alone.

It was pump, pump, pump, everlastingly pump.

We also found that the supposed new second mate had gone ashore with the pilot, and the original nincompoop, who had no certificate, still held that position, but as he kept pretty civil nobody interfered with him. There were coils of new rope aboard, but it was not allowed to be used, and all repairs to the rigging had to be done with old stuff. Every time one went aloft one or more of the rattlings would carry away. We certainly had a splendid crew; though the work at the pumps was most exhausting, and one's life in constant jeopardy through

#### ROTTEN GEAR,

and the food so putrid that only absolute hunger made us eat it, yet there were no open acts of mutiny, the men buoying themselves up with hope that the Consul would give them justice when they got into port. Fortunately we got no really bad weather, and after a passage of 42 days we arrived at our destination. As soon as the anchor was let go, all hands knocked off and refused to do another stroke of work until they got something fit to eat. We also demanded to see the British Consul. The skipper at once put on his

#### CHANNEL MANNERS,

and said "Certainly, my lads, you shall have some fresh meat and bread sent off at once," and jumping into a boat was pulled ashore.

A gang of Greeks presently made their appearance, and turned to at the pumps. While we sat and looked on, making plans for the best way of laying our grievance before the Consul, the skipper sent fresh meat, vegetables, and bread aboard, and that evening we had the first square meal since we left Newport. When he returned aboard at night, we immediately went aft and demanded to

#### SEE THE CONSUL.

"All right, my lads, you shall see him tomorrow."

On the following afternoon the mate received orders to bring all hands ashore to the Consulate. We were soon arrayed in our best togs, and getting into the gig pulled to the landing stage. On arriving at the Consulate, the captain, who was there waiting for us, handed each man his account of wages, and told us that as the barque was to be turned into a coal-hulk we were to be discharged. Each man had a day's pay stopped for refusing to work, and the wages were only made up to date. This was obviously wrong, for if we were to be discharged in a foreign port we were entitled to three months' pay, and a passage home. When ushered into the Consul's room we found he was not there, but was represented by a clerk. On hearing our complaints, this

functionary strongly advised us to take what we could get, and sail the next morning in a steamer in which passage had been taken for us, but we refused to sign clear until the Consul had been sent for. When he came he was not in the pleasantest temper, as he had been called from some social function.

"Ain't there

#### NO COMPENSATION

for this kind of grub," said Long Jim, producing a biscuit, "and for bringing that old sieve out?"

The Consul looked rather aghast at the specimen held out to him.

"What is this, captain?"

"It's a mouldy biscuit that has got among the bread by accident," was the answer. "They're a bad, grumbling, mutinous set of men, sir, and I've had great trouble with them during the voyage."

The

#### CONSUL TURNED UPON US,

saying, "I know what you sailors are. Always grumbling. I've no doubt you have had excellent food. As to wages, captain, you'll have to pay them something for the passage home. How long will it take?"

"About fourteen days, sir."

"Then give them fourteen days' pay." And with this he left.

For some time we refused to sign clear, until the Consul's clerk told us that if we were not satisfied we had our remedy when we got home, if we liked to complain to the Board of Trade. So with much grumbling we took our discharge, and next day started on our homeward passage in the steamer. Instead of being passengers, we found we had been sent home

#### AS DESTITUTE SEAMEN,

and the vessel had to call at a dozen different ports, so that we were twenty-six days over the passage instead of fourteen. On making complaint in London we were told that there was no remedy now, and that the Consul was the man who ought to have seen justice done. This voyage happened within the last five years, and I have no doubt that the same gross injustice is going on now. No; the British seaman has no remedy against injustice. Mr. Samuel Pimmsell is about the only man of influence who takes up his cause, and there is as much truth now in Jack's motto "Growl you may, but go you must," as there was twenty years ago.—"SHELLBACK" in the *Globe*.

A number of prominent Anarchists in Paris were subjected on Tuesday to domiciliary visits with a view to the discovery of 360 dynamite cartridges which were stolen on the night of the 14th from a quarry at Soisy-sous-Etiolles. It was thought possible that the theft had been committed with the intention of the cartridges being used in the May Day demonstration. Eighteen cartridges were discovered at Asnières, hidden beneath some coal, in a room hired by a man named Bordier for a Socialist club. Bordier has been arrested but refuses to give any explanations. Anarchist papers were discovered elsewhere, and further searches and arrests are expected.

On Monday afternoon a sad accident occurred at Strout's Brewery, Burton-road, Sheffield. Whilst two men were standing beside a tank containing heated liquor, it suddenly boiled up and overflowed, severely scalding both of them. Their names were George Clow and Melling Hawley. The former, after suffering great agony, expired on Monday evening, and on Tuesday Hawley succumbed to his injuries.

In connection with the recent lifeboat trials at Lowestoft, the *Daily Chronicle* states that the occupants of the Stock Exchange boat were able to land through the heroic conduct of Mr. Charles Cuninghame Graham, brother of the hon. member for North-West Lanarkshire. That gentleman swam through the surf at imminent peril to his life, and fixed a rope on to the boat. Mr. Graham already holds the Humane Society's medal for saving life.

## SHIPS SPOKEN.

Athenian, s., Southampton to Madeira and Cape Town, Feb. 21, 49 N, 5 W (not as before reported).  
Avoca, British barque, steering west, Feb. 13, 49 N, 9 W.  
Andelana, English ship, steering south, Feb. 17, 42 N, 11 W.  
Astoria, British ship, San Francisco to Hull, Jan. 19, 11 N, 119 W.  
Adironkack (s.), New York to Kingston (Ja.), Feb. 4, off Port Morant.  
Ardencraig, British ship, Chittagong to Dundee, all well, Jan. 27, 34 S, 17 E.  
Andelana, four-mast English vessel, steering south, Feb. 15, 45 N, 8 W.  
Anaurus, English ship, steering south, Jan. 26, 12 S, 35 W.  
Athenian, s., Southampton to Madeira and Cape Town, Feb. 21, 49, 5 W.  
Æolus, —, 13 W, reported from Bremen.  
Ethelberht, of Liverpool, bound to Falmouth, all well, Feb. 5, 3 N, 29 W.  
Bischoff (J. D. J. Bischoff) (not H. Bischoff as before reported), Jan. 8, 5 S 30 W.  
Braunschweig, s., bound west, Feb. 20, 49 N, 15 W.  
Caldbeck, Feb. 14, 49 N, 9 W.  
Callixene, barque, Feb. 14, 48 N, 9 W.  
"Cosiffher," Nelson to Falmouth, Feb. 13, 51 N, 14 W.  
Condor, Nov. 16, 31 S, 89 W.  
Coatham, ship, of Middlesbrough, bound SW, Feb. 22.  
Cyprus, of St. John (N.B.), Feb. 5, 3 N, 29 W. (of Paris).  
Copley, ship, Jan. 19, 15 N, 36 W.  
Comet, of Montrose, bound to the West Indies, Feb. 14, about four miles south-east of Start Point.  
Carmmoney, British barque, London to Port Adelaide, Jan. 10, 4 N, 24 W.  
Cape Breton, ship, of Greenock, bound south, Feb. 15, 22 N, 20 W.  
Donegal (J. Dundonald), British four-masted, Swansea to San Francisco 22 days, Jan. 9, 4 N, 26 W.  
Dunne Castle, s. (?), London to Cape Town, Feb. 14, 18 N, 15 W.  
Dunottar Castle, s., Southampton to Cape Town, Feb. 17, 32 N, 17 W.  
Eboe, barque, of Liverpool, bound south, all well, Feb. 9, 38 N, 13 W.  
Earlshall, barque, Sydney to Mauritius, Jan. 6, 37 S, 130 E.  
Fiery Cross, British ship, Greenock to San Francisco, Dec. 9, off Cape Horn.  
Fritz, Feb. 13, 50 N, 18 W.  
Georgia, of West Hartlepool, bound east, Feb. 16, 44 N, 45 W.  
Helga, English ship, steering east, Feb. 15, 50 N, 8 W.  
Henry Villard, ship, New York to Portland (O.), Dec. 28, 11 S, 34 W.  
Heather Bell, barque, Hobart to Mauritius, 40 S.  
Inverness, Feb. 13, 49 N, 10 W.  
Joseph John, s., 49 N, 34 W.  
John McDonald, New York to San Francisco, Jan. 28, lat. 57, long. 51.  
Kooringa, British barque, Falmouth to Port Adelaide 24 days, Jan. 10, 4 N, 26 W.  
Lake Superior, British ship, steering SW, Feb. 13, 49 N, 10 W.  
"Lord Raglan," four-masted ship, steering south, Feb. 5, 18 S, 38 W.  
Lord Cairns, English ship, steering south, Jan. 26 12 S, 35 W.  
Loch Shiel, British ship, Swansea to Iquique, Dec. 27, lat. 33, long. 20.  
Marlborough, British ship, Rotterdam for New York, Feb. 4, 27 N, 68 W.  
Niagara, of Altona, bound down Channel, Feb. 22, off Bardsey Island.  
Nile, four-masted ship, of Glasgow, steering south, all well, Feb. 19, 44 N, 13 W.  
Port Glasgow, British barque, Portland (O.) to Queenstown, Jan. 13, 21 N, 126 W.  
Pericles, Feb. 11, 20 N, 32 W.  
Rstitution, s., bound west, Feb. 20, 49 N, 24 W.  
Robin, brigantine, of Jersey, Feb. 11, 200 miles west of Fastnet.  
Robin, British schooner, steering west, Feb. 13, 48 N, 11 W.  
Scottish Knight, British ship, San Francisco to Liverpool, Feb. 4, 34 N, 12 4 W.  
Serica, Esquimalt to London, Feb. 19, off Lizard.  
Scottish Minstrel, ship, steering SSW, all well, Feb. 13, 50 N, 9 W.  
"Ship Lucky, from Mitchell" (Lucy A. Nickels, ship), for Shanghai, Nov. 22, lat. 39.

A SAILORS' Home has been opened at Antwerp capable of accommodating 150 seamen.

## SAILORS' & FIREMEN'S UNION.

### "STARTLING STATEMENTS."

### "DISGRACEFUL MISMANAGEMENT."

### AUTOCRATIC GOVERNMENT.

### "COMPLICATED ACCOUNTS."

At the Labour Commission, February 19, Mr. George Jerome Hornsby gave evidence as follows: Mr. Wilson has stated here that he has never advocated that violence of any description should be used. I have before me some statutory declarations, made by persons who were present at his meetings, in which he advocated in Liverpool the

#### WRECKING OF A STREET,

which subsequently was wrecked, or close to it, and the fact remains that the Corporation paid compensation. I am a sailor. I left a vessel on November 6, 1889. On November 27 I joined the Tower-hill Branch as an honorary member. I was unanimously elected. On December 3 I was elected president without opposition. On December the 24th a letter was read suspending me from attending the meeting on the

#### ORDERS OF THE GENERAL

secretary. I am prepared to say that at that time there really was no Executive Council—that none ever existed. On receipt of that letter it was resolved that a man named West should remain the chairman until the question of my legality was settled. I held, and the Branch held also, that I had the same right to be a chairman of a Branch of the Sailors' Society as many other persons who had no connection with seamen, and knew nothing whatever of it, except that they were making a profit from the Union. That was the view taken by the Branch. On Dec. 21 Allison, the man who has been here before you and said that he objected to me, was the chairman. It was resolved on Jan. 6, according to the meeting, by 14 votes to 7, that I should be admitted, contrary to the instructions of the general secretary. That was the commencement of the dispute with the

#### TOWER HILL BRANCH.

On Jan. 29 a letter was sent to the Tower Hill Branch, expelling the secretary and delegate and 51 members for supporting me in that. It was resolved that Wilson should attend and substantiate the charges made against the Branch officials—this was seconded by Allison—and that the officials retain office until further settlement. There were 200 members present at this meeting. Wilson attended and he objected to my presence, on the ground that I was an expelled member, on Jan. 28, 1890. I objected to leave the meeting, and demanded the right of a hearing. I wrote to Mr. Plimsoll. I show that men were going to the shipowners; and in

#### THE FYSH CASE

Allison was instructed by the Branch, by a resolution passed, to be the prosecutor in

that case. I found that there was some trying to smother over this case, so to get at the truth I saw the man who instigated the prosecution, or it would never have been taken. I was prepared to pay the cost, at my own expense, of the whole trial from my own private means. As a matter of fact, these men went to Mr. H. H. Champion, from whom they

#### RECEIVED £7.

They afterwards went to *Fairplay*—wherever they saw a £5 note, that was about what they wanted. As soon as I saw this, and found that I could not properly be connected with such an association, I sent in my resignation. I have a copy of the letter here which was sent by me and accepted—and a copy of the resolution. This is a copy of the resolution, with

#### ALLISON IN THE CHAIR,

who stated that he objected to me in the meeting:—"At a meeting of the Tower-hill Branch, held on Tuesday, April, 29, Mr. Allison in the chair, after the minutes of the previous meeting had been read and adopted, the secretary read the correspondence, amongst which was a letter from Mr. Hornsby tendering his resignation. It was proposed by Mr. F. Gerry and seconded by Mr. Foz, that we should accept the resignation of Mr. Hornsby, and that this meeting returns a hearty vote of thanks to Mr. Hornsby for the services he had rendered on behalf of the Tower-hill Branch. The resolution was carried unanimously." A copy of a bill which was being posted in London and signed by the secretary of the Tower Hill Branch, was forwarded to me. I immediately sent a copy, together with the annual report of the Sailors' Union, to Mr. Plimsoll, and wrote:—"June 24, 1890. Dear Sir,—I take the liberty of forwarding a copy of the first annual report of the National Amalgamated Sailors' and Firemen's Union, together with an extract of the same; also to draw your attention to the amount of litigation which has been brought about by the

#### AUTOCRATIC GOVERNMENT

and non-compliance of the rules by those responsible for the production of financial statements which the Branches were legally entitled to, these statements being withheld, causing the dispute with the Tower Hill Branch. If I remember rightly, before their dispute became public, a deputation waited upon you at your residence, asking you to move in the matter; then I daresay the dispute could have been settled amicably had not the Executive took the initiative and taken their dispute into a court of law, where it remains *sub judice*. It conveys the idea to me that they hoped to

#### CRUSH RIGHT WITH MIGHT;

if so, like the candidature of Bristol, they are certain to be defeated; one thing is only too evident, they are succeeding in squandering the Union funds, which is in reality blood-money, when I take into consideration the circumstances under which it is earned. I have communicated the 'Home Rule' of the Sailors' Union to the Bristol Trades Council, also the character of the man who asked the working men of Bristol for their confidence at the expense of the sailors and firemen, and I hope ere long to have the question of the Sailors' Union in the House of Commons, for I am determined, sooner or later, that the

#### DISGRACEFUL MANAGEMENT

of the Union shall be unmasked. Hoping you will pardon me for my familiarity in writing you, as it is from a sailor on behalf of sailors," etc. I received a reply to say that my registered letter had been received, and no notice was taken of it. I afterwards gave a copy of this very pamphlet in which I charged the Union officials with having lost—if you care to take it as easy as I can put it—an amount of some thousand pounds. The direct charge was £463 5s. 1d., but I hold that there was £1,628. I could go into almost £10,000 or £12,000, but in regard to those accounts I was prosecuted, and, as I have heard to-day, the costs were guaranteed by the Shipping Federation, which is the first time of its coming to my knowledge, but they might have relied on this, had I never had a penny from anyone I should have been defended out of my own private means. I will take this opportunity of thanking those gentlemen who supported me when I was suppressed by 80,000 men, or £80,000, as

#### MR. WILSON TOLD ME.

To be brief, I never had under any circumstances directly received a penny from any capitalist in this country, either shipowner or otherwise; it has been private means alone which supported me. When I was connected with the Sailors' Federation in Liverpool—I do not mean the Shipping Federation, but the Seamen's Federation—it must be understood that according to all dues, without a question of wages at all, they owe me to-day something like £100, which has never been paid to me. That is a matter which I wish to put right. You have heard something, I believe sufficient, of that case in Liverpool. I should just like to make this one remark, and we will allow that to drop. This is from the chartered accountants, and is a report on the whole of the accounts. "In accordance with your instructions we have examined the annual reports of the National Amalgamated Sailors' and Firemen's Union, together with the

#### FINANCIAL STATEMENTS

for the period ending Dec. 28, 1889, and have to report that we find the same very badly drawn up and the accounts so complicated that it is an impossibility to reconcile the synopsis of accounts at the end of the book with the detailed statements of the Branches preceding them." This is the report of Messrs. Cochran & Walker, of Liverpool.

We have heard that you were proceeded against at Liverpool?—Yes.

That the verdict was in your favour, and that the case was decided, not upon technical grounds, but upon the merits?—Upon the merits.

The witness was proceeding to make a statement with reference to the finances of the Sailors' and Firemen's Union, when he was requested to withdraw, and the Committee deliberated. On the witness being recalled, Lord Derby informed him that the Committee had already received evidence to the effect that in the libel case his character had been cleared by the verdict of the jury in his favour, and that they could not go any further into the matter.

The captain of the *Hunico* from New York, at Liverpool Feb. 23, reports strong westerly gales and seas the entire passage.

REAR-ADMIRAL KENNEDY took over the command of the East Indies Station at Aden on Monday last, and left the same day for Bombay in the *Boadicea* flagship.



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**Seafaring.**

**SATURDAY, FEBRUARY 27, 1892.**

**SEAMEN'S AGREEMENTS.**

By A SHIPPING MASTER.

An appeal case recently came before the Queen's Bench Division of the High Court resulting in an adverse judgment to seamen to which every prominence should be given. A seaman was engaged at Sunderland under monthly wages to serve on board a ship on a voyage to Bilbao or any ports or places within the limits of 73 deg. north

latitude and 60 deg. south latitude, trading to and fro, if required, and back to a final port of discharge in the United Kingdom, the term of employment to be for any period not exceeding six months.

The ship proceeded to Bilbao and returned to Sunderland, the voyage occupying twenty-one days. The crew, as usual under a voyage agreement, were discharged from the ship upon her being moored in a place of safety, and paid wages within the time prescribed by the law. One seaman, considering himself entitled to a month's pay refused to accept the pay tendered—for twenty-one days—and also to sign the statutory release. The owner was sued before the Sunderland magistrates, the seaman contending that he was only permitted to serve twenty-one days under the agreement. The owner contended that the engagement was not a monthly one, or for a month at least, but for a voyage at a monthly rate of wages, to be calculated with regard to actual duration only; that the voyage was not necessarily to be extended to any other port, and that the engagement terminated on the return of the vessel to the United Kingdom; that the section (167) under which the case was brought applied only to an unjustifiable and premature discharge or dismissal of a seaman, either before the commencement of a voyage or period contemplated by the engagement. The magistrates awarded the full month's pay, with five shillings for not having been duly paid, and seventeen shillings and sixpence costs.

On the owner's appeal this judgment was reversed, the judges holding that the owner had the right to have one simple voyage, and the seaman entitled to three weeks' pay only. In the first place such an agreement, in our opinion, is very far wide of the terms set forth in the Act. Section 149, sub-section 1, is that the agreement shall contain "the nature, and, as far as practicable, the duration of the intended voyage or engagement." Now can it be said that an owner having chartered his vessel for a voyage to Bilbao and home fairly or, we may say, legally, set forth the "nature" of the voyage by adopting terms of a voyage extending about the whole world over. Also was it stating the duration of the voyage or engagement, "so far as practicable," to calculate a Bilbao voyage pure and simple as one probably extending six months? Whilst on this point we may mention that agreements are now generally prepared with india-rubber type stamps. We do not venture so far as to even doubt the legality of such action, but we do think that such a system may lead to a lax style of agreement, unless such stamps are prepared for each and every possible voyage, and throw out the suggestion for the consideration of the Board of Trade. Secondly, it is necessary to analyse the law and its bearing on other points in the case. The 167th Section reads, "Any seaman who has signed an agreement and is afterwards discharged before the commencement of the voyage, or before one month's wages are earned, without fault on his part justifying such discharge, and without his consent, shall be entitled to receive from the master or owner, in addition to any wages he may have earned, due compensation for the damage thereby caused to him, not exceeding one month's wages."

At the time this Act was passed there must have been ships prosecuting voyage

occupying less than one month, for it must be borne in mind that this particular section applies to the coasting trade equally; what then could have been the intention of such legislation? It cannot possibly be asserted that it should only be applicable in cases of discharge before the commencement of a voyage, as the section has the addition of the words "or before one month's wages are earned."

One of the judges hearing the case in dispute remarked that "he should imagine questions like that raised, must arise every day in some port or another." How is it, then, that the question should be brought before us as something novel? It may possibly have happened in some few cases, where the seamen have accepted the pay tendered, for sailors are proverbially shy of the law, but we imagine the proper answer to the question may be found in the law itself, providing as it does distinctly for cases under the same category. By the 151st Section we find that "In the case of foreign-going ships making voyages averaging less than six months in duration running agreements with the crew may be made to extend over two or more voyages." It is very well known that owners invariably availed themselves of this section, hence the absence of the kind of dispute under notice. Then why do we find owners adopting the single voyage agreement? The explanation is found in the fact when the seamen's wages went up a couple of shillings per week, many masters acquired the practice of putting the crew off pay during the stay in port, but as such action was illegal, so far as regards the stoppage of pay, whilst the men were still retained on articles, they had recourse to the class of agreement under dispute, which was clearly intended for the longer voyages.

Looking to the fact that the 167th section applies to all British ships in whatever trade, we have only to try and deduce the object of the Legislature in providing it. We think it will at once be considered reasonable to assume that the section was intended for the purpose of protecting seamen from being taken on board ships at one port only to be discharged at the next, or after so short a voyage as one not occupying a month, leaving the men without sufficient means to pay their way back home, or to subsist for a length of time necessary at a port to re-ship, and possibly where the demand for sailors may be very small indeed.

So long as the present decision goes unreversed, we deem it our duty, in the interests of seamen, to endeavour to discover the best means of avoiding such discharge in the future, and in doing so we find that by the 149th Section, agreements have to be prepared in a form sanctioned by the Board of Trade. Now this form provides for a rate of wages per week, calendar month, share, or voyage. We are decidedly at a loss to understand why the owner in the case in question, if he had a preference for a single voyage agreement—which is extremely doubtful—did not avail himself of the latter terms, well knowing that the voyage to Bilbao and back would, unless exceptional, occupy less than a month. Seamen would, therefore, in the absence of the usual and legal running agreement, best serve their interests to decline to sign an agreement for such a short voyage unless paid by the voyage, and that at an adequate remuneration.

## HOMeward BOUND.

The following have been announced since our last report:—

Anselm s left Para Feb 17, for Liverpool  
 Ariosto s left Gibraltar Feb 20, for London  
 Ameer s left Port Said Feb 23, for London  
 Alexander Elder s left New York Feb 20, for London  
 Arracan s left Fortespuria Feb 20, for U K  
 Axel Johnson s left New York Feb 17, for U K  
 Arizona left Mobile Feb 17, for U K  
 Aral s left Philadelphia Feb 18, for U K  
 Agenorla s left Baltimore Feb 20, for U K  
 Acme s left Philadelphia Feb 19, for Bristol  
 Augusta left Mobile Feb 17, for Goolie  
 Arab s left C2pe Town Feb 18, for Southampton  
 Benin s left Madeira Feb 18, for Liverpool  
 Bonny s left Lagos Feb 17, for Liverpool  
 Britannic left Coronel Feb 18, for Liverpool  
 Britannia s left Brindisi Feb 19, for London  
 Bengel s left Colombo Feb 17, for London  
 Baltimore City s left Newport News Feb 19, for London  
 Bay of Bengal left Sydney Feb 23, for London  
 Bamboro s left Baltimore Feb 17, for U K  
 Bristol left New York Feb 17, for U K  
 Buteshire s left Philadelphia Feb 18, for U K  
 Barracough s left Baltimore Feb 18, for U K  
 Benledi s left New Orleans Feb 22, for U K  
 Beechdene s left New Orleans Feb. 22, for U K  
 Betzy and Arnold left Pensacola Jan 27, for Hull  
 City of Berlin s left New York Feb 18, for L'pool  
 Cufic s left New York Feb 17, for Liverpool  
 Catalonia s left Boston Feb 20, for Liverpool  
 Coptic s left Tenerife Feb 17, for London  
 Clan Macdonald s left Gibraltar Feb 19, for London  
 Clan Sinclair s left Suez Feb 20, for London  
 Capella s left Suez Feb 16, for London  
 Canton s left Suez Feb 20, for London  
 Cathay s left Aden Feb. 11, for London  
 City of London s left Perim Feb 18, for London  
 Clan Mackinnon s left Suez Feb 20, for London  
 Clan Mackenzie s left Colombo Feb 17, for London  
 City of Carlisle left Victoria, VI, Feb 15, for London  
 Cardiganshire s left Hong Kong Feb 18, for London  
 City of Cambridge s left Calcutta Feb 22, for London  
 Crown of Scotland left Melbourne Feb 17, for Falmouth  
 Caradog left Iquique Feb 1, for Falmouth  
 Clintonia s left Baltimore Feb 20, for U K  
 Chicago s left Baltimore Feb 19, for U K  
 Cashier left New York Feb 17, for U K  
 Cairo s left Baltimore Feb 22, for U K  
 Clandeboya s left New Orleans Feb 22, for U K  
 Oadoxton s left Baltimore Feb 21, for U K  
 Crane s left New York Feb 21, for U K  
 Congo s left Aden Feb 18, for Hull  
 Colorado s left New York Feb 17, for Hull  
 Centurion s left Baltimore Feb 19, for Limerick  
 Diomed s left Perim Feb 20, for London  
 Dorunda s left Batavia Feb 21, for London  
 Damara s left Halifax Feb 13, for London  
 Devonla s left New York Feb 20, for Glasgow  
 Dunkeld s left Norfolk Feb 17, for UK  
 Donan s left New Orleans Feb 17, for UK  
 Dora left New York Feb 18, for UK  
 Electrician s left New Orleans Feb 18, for L'pool  
 Estrella left Talcahuano Feb 17, for Liverpool  
 England s left New York Feb 16, for London  
 Edith s left Newport News Feb 17, for UK  
 Encarnacion left Charleston Feb 20, for U K  
 Empire s left Baltimore Feb 19, for U K  
 Europe s left New York Feb 21, for U K  
 Enfield s left Philadelphia Feb 17, for Belfast  
 Eastern Light, Bjorklund, clrd at Mobile Feb 18, for London  
 Exeter City s left New York Feb 13, for Swansea  
 Francesca left Charleston Feb 20, for U K  
 Gulf of Florida s left Coronel Feb 14, for Liverpool  
 Godwit s left Galveston Feb 11, for Liverpool  
 Glenfruin s left Perim Feb 18, for London  
 Glenochil s left Suez Feb 17, for London  
 Golconda s left Madras Feb 22, for London  
 Glentinas s left Philadelphia Feb 20, for London  
 Gilead left Galveston Feb 19, for U K  
 German left Tenerife Feb 19, for Southampton  
 Hildegarde s left Las Palmas Feb 16, for L'pool  
 Hispania s left Marseilles Feb 18, for Liverpool  
 Herschel s left Norfolk Feb 18, for Liverpool  
 Halley s left New York Feb 20, for Liverpool  
 Hampton s left New Orleans Feb 17, for U K  
 Harold s left New York Feb 17, for U K  
 Hohenzollern s left Baltimore Feb 13, for U K  
 Honiton s left Newport News Feb 19, for U K  
 Hogarth s left New Orleans Feb 18, for U K  
 Inventor s left New Orleans Feb 21, for Liverpool  
 Indiana s left Philadelphia Feb 22, for Liverpool  
 Illow s left Port Natal Feb 22, for London  
 India s left Rockhampton Feb 19, for London  
 Idun left Charleston Feb 15, for U K  
 Intrepid s left Philadelphia Feb 17, for U K

Illtyd s left New Orleans Feb 20, for U K  
 Isabel left Savannah Feb 20, for U K  
 Jeitunga s left Colombo Feb 17, for London  
 Jan Melchers left Mobile Feb 18, for U K  
 Kintuck s left Nagasaki Feb 19, for London  
 Kirkcudbrightshire left Astoria Feb 15, for Queens-town  
 Kingdom s left Baltimore Feb 19, for U K  
 Liguria s left Pernambuco Feb 21, for Liverpool  
 Larnaca s left Savannah Feb 17, for Liverpool  
 Lord Gough s left Philadelphia Feb 18, for L'pool  
 Lagos s left Lagos Feb 21, for Liverpool  
 Lake Superior s left Boston Feb 20, for Liverpool  
 Loango s left New Orleans Feb 16, for Liverpool  
 Legislator s left Colombo Feb 17, for London  
 Lucknow left Tacoma Feb 16, for Queenstown  
 Lady Wolsley, left Talcahuano Feb 12, for Falmouth  
 Langet left Brunswick Feb 16, for U K  
 Lemuria s left New York Feb 20, for U K  
 Mary Low left Portland, O, Feb 17, for Liverpool  
 Michigan s left Boston Feb 17, for Liverpool  
 Mexican s left New Orleans Feb 21, for Liverpool  
 Methven Castle s left Las Palmas Feb 17, for London  
 Masilia s left Colombo Feb 17, for London  
 Madeira left Puget Sound Feb 17, for Queenstown  
 Merjulio s left Newport News Feb 19, for U K  
 Marchioness s left Galveston Feb 19, for U K  
 Mexican s left Cape Town Feb 17, for Southampton  
 Netherby Hall s left Sagres Feb 22, for Liverpool  
 Nevada s left New York Feb 17, for Liverpool  
 Nestor s left Suez Feb 20, for London  
 Navarro s left Boston Feb 17, for London  
 Niceto s left New Orleans Feb 20, for U K  
 North Anglia s left Philadelphia Feb 16, for Galway  
 Oruba s left Suez Feb 20, for London  
 Opack s left Hong Kong Feb 19, for London  
 Orfordness s left New Orleans Feb 17, for U K  
 Philadelphian s left Boston Feb 18, for Liverpool  
 Picqua s left New York Feb 17, for U K  
 Petunia s left Philadelphia Feb 18, for U K  
 Phylis s left New York Feb 18, for U K  
 Propitius s left Galveston Feb 19, for U K  
 Procidia s left New York Feb 20, for U K  
 Padosa s left New Orleans Feb 22, for U K  
 Plessey s left New Orleans Feb 21, for Galway  
 Roumania s left Suez Feb 20, for Liverpool  
 Remus s left Suez Feb 20, for London  
 Rimutaki s left Rio Janeiro Feb 17, for London  
 Ramlek s left Gibraltar Feb 17, for London  
 Richmond Hill s left New York Feb 17, for London  
 Ruapehu s left Lyttelton Feb 20, for London  
 Russia s left New York Feb 13, for U K  
 Ramore Head s left Newport News Feb 19, for U K  
 Reindeer s left Baltimore Feb 20, for U K  
 Samaria s left Boston Feb 15, for Liverpool  
 Santanderino s left New Orleans Feb 17, for L'pool  
 Serra s left New Orleans Feb 17, for Liverpool  
 St Ronans s left New York Feb 22, for Liverpool  
 Selkirkshire left Sydney Feb 15, for London  
 Sargasso s left Belize Feb 18, for London  
 State of California s left New York Feb 18, for Clyde  
 South Cambria s left Newport News Feb 17, for Glasgow  
 St Andrew's Bay s left Baltimore Feb 22, for U K  
 Texan s left New Orleans Feb 16, for Liverpool  
 Teutonic s left New York Feb 17, for Liverpool  
 Theresina s left Parnahiba Feb 14, for Liverpool  
 Torridon left Sydney Feb 13, for London  
 Tamar left Sydney Feb 18, for London  
 Trowbridge left Astoria Feb 16, for Queenstown  
 Uplands s left New Orleans Feb 18, for U K  
 Vale of Doon left Talcahuano Feb 11, for Falmouth  
 Werneth Hall s left Perim Feb 20, for Liverpool  
 White Rose left Mobile Feb 16, for Liverpool  
 Wylo s left Baltimore Feb 19, for U K  
 Wynnstay s left Baltimore Feb 19, for U K  
 Walle left Charleston Feb 20, for U K  
 Yucatan s left New Orleans Feb 21, for Liverpool  
 Yorkshire s left Suez Feb 20, for London  
 Ydun left Savannah Feb 18, for U K  
 Zarate s left Las Palmas Feb 12, for U K  
 Zephyrus s left Campana Feb 17, for Liverpool  
 Zuleika left Astoria Feb 16, for Queenstown

ROYAL NAVAL RESERVE.—Lieutenant Arthur W. Wolfe-Smyt'e, Sub-Lieutenants Charles H. Watkins and George P. E. Hunt, to the *Excellent*, for a short course of gunnery.

TREATMENT OF STOWAWAYS.—The question has been submitted to the Board of Trade as to the treatment which should be extended to stowaways found by captains on their vessels on arrival in a foreign port. The only law on the subject is that stowaways are liable to fine or imprisonment under Section 2 8 of the Merchant Shipping Act, of 1854, and Section 18 of the Passengers Act, 1855. There is also an instruction in "Instructions to Consuls," par. 113, pointing out that they are not entitled to relief on landing in a foreign port unless they have been employed in some capacity on board the ship leaving them behind.

## UNEMPLOYED ENGINEERS.

The case of Davison v. Reeves and others, heard yesterday by Mr. Justice Denman and a special jury, was an action for damages against the executors of Mr. Thomas Walker, the contractor, whose estate was proved just under a million, by a civil engineer. Plaintiff was appointed an engineer at some docks which were being built at Buenos Ayres for the Argentine Government, but owing to the financial difficulties of the Republic the works had to be stopped. The defendants, as executors of Thomas Walker (who had made an agreement with the plaintiff for six years), paid him a year's salary, and submitted that was reasonable notice. Plaintiff said since he had been back he had tried very hard to get employment, but everywhere he applied he was shewn shoals of applications. The profession appeared to be in a very bad state now. He was a pupil of Barry, the engineer, who had also tried to get him employment.—The defendants submitted that the agreement was void by the death of Thomas Walker, but this was overruled, and the jury eventually found for the plaintiff for £150 beyond the amount paid into court, viz., £450, making a total of £600.

## THE MURDER OF A FRENCH BARONESS. TRIAL OF THE ACCUSED.

An officer of the French army, charged with a crime worthy of the worst type of bloodthirsty desperado described by Ponson du Terrail, stood in the dock of the Paris Assize Court, on Thursday. Louis François Anastay, the arraigned murderer, a Parisian, 25 years old, and until quite recently holding the commission of sub-lieutenant in the 158th Regiment of the Line—brutally cut the throat of an elderly lady—the Baronne Dellard—in her residence on the Boulevard du Temple, last December. He then prepared to plunder the wardrobe and jewel-case of his victim, but was interrupted by the arrival of Madame Dellard's maid, whom he also savagely attacked with his knife. The girl, Delphine Houbre, was knocked down by the murderer, who, as she herself has deposed, sawed at her throat, but the knife slipped, owing to the vigorous struggle for life made by the servant, and Anastay judged it prudent to run away. Twenty days subsequently the man was arrested, and after much hesitation confessed his guilt. Anastay, says the Paris correspondent of the *Daily Telegraph*, was led into court, shortly before noon, and took his seat in the long, narrow, box-like place for prisoners, on the left of the judges, guards being on either side of him. He is a medium-sized wiry-looking individual, with nothing striking in his appearance. He still wears his moustache and was dressed with considerable neatness. When the judges entered, the accused became nervous, and his face appeared paler than ever. On standing up at the usual summons from the President of the Assize Court, Anastay answered the preliminary questions as to name and age without faltering, but he fairly broke down when asked his profession. It appeared that after joining the army, and while stationed in Lyons and Modane, on the Italian frontier, Anastay, according to the indictment, became fonder of dissipation than drill and discipline. He gambled, kept mistresses, got into debt, and at the end of the year 1891 was the pariah of the regiment, condemned by his chiefs and shunned by his brother officers. After the reading of the indictment there was an alteration in the usual procedure of Assize trials. According to rule the prisoner ought to have been cross-examined by the Chief Judge as soon as the Registrar had finished the *réquisitoire*. Maître Robert, Anastay's counsel, however, stood up and asked, and was allowed to read out, the reasons why the prisoner ought to be subjected to a medical examination for the purpose of testing his sanity. Counsel, while mindful of the criticism which this course of action on his part would call forth, based the demand for an examination of Anastay by medical men on the cerebral complications likely to arise from the prisoner's damaged eyesight. He then quoted Drs. Charcot, Fano, and Lombroso on the subject. The Advocate-General, M. Cruppi, replied, and called for the prisoner's condemnation, as he was thoroughly responsible. He denied that the weak eyesight would have any effect on the man's brain, whatever action it might have on his nerve-centres. During the delivery of some of these observations Anastay smiled, and was scornfully reprimanded by the Advocate-General. It was finally decided that the application of the prisoner's counsel would be afterwards considered. The cross-examination was then proceeded with, but as the prisoner had already confessed his guilt there was no necessity to go through the usual "badgering." Witnesses were now called, among them being Mlle. Gonzales, a Spanish dancing-girl, who lived with the accused, and Valérie Rey, to whom he had promised marriage. This concluded the first day. The court afterwards adjourned.



## NAUTICAL NEWS.

A NEW lifeboat is to be launched at Ardrossan to-day.

THE Labour Commission has been in existence about a year, and the expenses attending it are close upon £10,000.

The steamer *Indiana*, with food contributed by Philadelphians for the sufferers from the famine in Russia has sailed.

MR. CHAMBERLAIN has given notice to move for a return of the names and descriptions of justices of the peace in English and Welsh ports, distinguishing, as far as possible, between justices who are shipowners or shareholders in shipowning companies and others.

THE Board of Trade have awarded a gold watch to Captain Carl Bahlke, master of the German sailing ship *Preussen*, of Hamburg, in recognition of his kindness and humanity to the shipwrecked crew of the sailing ship *Gareloch*, of Glasgow, which was abandoned off Cape Horn on Nov. 26, 1891.

THE Court Martial which has been sitting to inquire into the stranding of H.M.S. *Victoria* at Platea, has given its sentence. The Court found that the captain took his vessel into dangerous proximity to an imperfectly defined shoal without taking proper precautions, and severely reprimanded Captain the Hon. Maurice Bourke, and admonished him to bestow greater care upon the navigation of ships under his charge. Staff Commander James Tully was also reprimanded.

## THE ATTEMPTED TRAIN ROBBERY.

Oliver Curtis Perry, the daring train robber, who was captured after an exciting race with locomotives, said in an interview at the Lyon's Gaol, on Thursday: "I am a good shot with a revolver, and generally hit where I aim. The whole thing was over in two minutes—it seemed to me. I levelled my pistol at the messenger's shoulder. As I did so he pointed a revolver at me. He ducked his head as I fired, and the ball grazed his forehead. He dropped his revolver and reached for the bell cord. All this time I was swinging in my rope saddle outside the car door. I told the messenger not to pull the cord or I would kill him. I intended to make him think I would shoot to kill him. I waited so long that he pulled the cord twice. I waited as long as I dared. When he reached to pull the third time I fired and shot him in the arm. He then let go the cord. I reached in and pulled the door chain sliding back the door. Then I entered and stepped over to where his pistol lay on the floor. As he reached for it paying no attention to my order to throw up his hands I fired again, the ball striking him somewhere in the leg. A gust of wind came through the open doorway and blew out the light. We were in total darkness. I was suspicious that he would feel around and find his pistol. For a moment I expected a bloody fight. I knew I must have a light, but I feared that the minute I struck one I should be a target for him. I stooped, feeling about on the floor and picked up some loose way bills. I put them in a pile and striking a match threw it on the pile stepping quickly to one side in the fear that he would shoot. As the papers blazed up I looked around and could not see the messenger anywhere. On the floor was his pistol, half-cocked. He had not fired a shot. I took more express bills and threw them on the blazing pile. Then, climbing over the express matter I found the messenger hiding near the end of the car. I saw blood on his hands and on his face, where he had wiped it with his hands. The moment I sighted him I ordered him to light the lamp. He said, 'Yes, I will do anything you say if you won't kill me.' He began groaning and I asked him if I had hurt him badly. He said, 'Not badly, but for God's sake don't shoot again, I will do anything you ask.' Then I told him to open the safe which was locked. He said his hand pained him so that he could not. I offered to bind his hand with my handkerchief, but he said, 'No, you take the keys.' I told him I would rather he did it, and he unlocked it. I then told him to lay all the money packages on one side. He said, 'There is no money in the safe.' I said, 'I know better.' I wanted all the packages laid on the floor. He did this and then stepped aside. I looked them over and saw that there were no money packages. They were mostly packages of jewellery. A few I had doubts about, and he cut them open when I told him to. They contained only jewellery and silverware. I told him I would take nothing but money, and he repeated, 'There is no money in the safe.' Perry then recounted the stoppage of the train at a station, his seizure of a locomotive, and the chase after him with another locomotive. His description did not differ materially, however, from that already sent.

## SEAFARING DISASTERS.

*Corea* (British steamer), Cardiff for Genoa, has been sunk by collision. Crew landed at Cadiz.

*Cardiganshire* (Brit. barquentine), Monte Christi for Havre, has been abandoned. Crew landed at Havre.

*Esther* (brig), from Irvine, with coals, is reported from Wexford to have gone ashore at Tacumshane, and is likely to be a wreck. Crew landed.

*Isabel* (schooner), Harburg for Berwick, cargo oilcake, has been abandoned; crew landed at Grimsby by smack *Silver Spray*.

*Jane and Alice* (schooner) foundered fourteen miles off Dungarvan; crew landed at Milford Haven.

*Nikaria* (British barque) was abandoned in a sinking condition in lat. 26 S, long. 75 W. All on board saved, and landed at Antofagasta.

*Petrel* (schooner), Cardiff for Newcross, with coal, has been abandoned. Crew landed at Liverpool.

*Pearl*, bound to Iceland, is reported from Port Errol to have gone ashore on Cruden Sands. Five of the crew were drowned.

*Polly* (pilot cutter), of Cardiff, has been towed into Ilfracombe, dismantled, by the Lynmouth lifeboat; crew missing.

*Violante* (s), Rotterdam for Liverpool, has gone ashore half a mile north of Morristcastle. Crew saved.

## HOW TO BE AGREEABLE.

Everybody wants to be popular. And to be popular one must be agreeable. How shall it be accomplished?

In the first place, never forget yourself. Bear always in mind that you are first, and other people second. "Take care of No. 1."

Consult your own convenience in everything. It is no matter who is incommode, if you are only satisfied.

Don't put yourself out to consider other people's feelings. Let them keep their feelings out of the way if they don't want them trifled with.

In society, always take the lead in conversation. If you want to say anything, say it—never mind whom it hits. They needn't take it if they don't deserve it.

It doesn't matter who else is talking, just you say your say; you have as good a right to talk as anybody.

If you have an idea, promulgate it at once—if you let it alone too long it might get lonesome and depart for ever, and the world would be the loser.

Talk continually. Fill all the pauses. It is wicked to suffer valuable time to run to waste. Interrupt always when you see fit. It teaches people to hurry up and not to be too long-winded.

If a person is telling an interesting story, smile knowingly all through, and just as he has reached the denouement, exclaim:

"Oh, I heard that story years ago!"

It will prevent the narrator from feeling too important, and it is your duty to always cultivate a spirit of due humility in—your neighbours.

If anyone tells anything particularly striking—just you go to work and tell something a little more so. Try and not be beaten.

Spit on the carpet. It shows your independence. Great men are always independent of the shackles of conventionality.

Toss over all the books and trifles on the tables and *daggers*—it will keep somebody out of idleness to set them to rights.

Twiddle with the curtain tassels. Sit in a rocking-chair with your back toward the mirror. It will exercise the nerves of your hostess to see you swaying toward the glass every moment, and teach her the great lesson of self-control.

Put your feet on the ottomans. If your boots are dirty, never mind; somebody will dust things in the morning, and they might as well have something worth while to do.

If any lady plays or sings, whistle an intermittent accompaniment, and be sure to remark, the instant she has finished: "You ought to hear Miss A. play that! It is something like—the way she handles a piano!"

In conversing of absent friends, never permit yourself to descend to mere gossip. Let others thus demean themselves, but do you keep silent; and when any individual whom you do not quite like is mentioned—draw down your face, smile faintly, and heave a sigh. Sighs in such a case speak volumes!

We would rather anybody should preach our degeneracy from the house-tops than to sigh over us. When people begin to sigh over you, you are pretty nearly undone!

Follow faithfully these few, simple suggestions, and if you fail of being popular one of two things is certain—you were either born too early or too late, and the world is not in a condition to appreciate you.

For which, blame the world—but never yourself! Never!—*New York Weekly*.

THE BRITISH steamer *Dallon* at New York, from Santos. Two of her crew died from yellow fever.

CLIPPERS arriving at all parts of the Australian coast from England report falling in with icebergs and icefloes.

THE *Army and Navy Gazette* gives currency to a growl about the bad food and lack of water said to be issued at the Island of Ascension.

PRINCE GEORGE OF WALES, states that it will give him great pleasure to accept the position of patron of the British and Foreign Sailors' Society.

CAPTAIN JAMES MONAGHAN has left New York in a dory of 16 feet long and 2 feet broad with the intention of crossing the Atlantic. Provisions are on board for 100 days, but the captain thinks he will complete his voyage within sixty days. The boat is called the *Little Paula*, and is built of cedar wood.

COAST COMMUNICATIONS.—Speaking at Ramsgate, Mr. James Lowther, M.P., stated that the President of the Board of Trade had spoken favourably of the scheme for carrying out electric communication between lightships and lifeboat stations on shore. He could not understand why a few thousand pounds should be allowed to stand in the way of the completion of a scheme that would save the country many valuable lives and a great deal of valuable shipping.

## THE MASSACRE OF SAINT BARTHOLOMEW.

The 23rd of August, 1572, was Saturday, the eve of the festival of Saint Bartholomew. The city seemed asleep when, an hour and a-half after midnight, the palace clock gave an unwonted sound. In an instant lights were placed at every window. Soldiers emerged from hitherto dark corners, and thousands of men armed and muffled, with the mark of the cross on their sleeves, streamed out of the houses and joined in the cry "For God and the King." Then all was confusion; half-naked men and women rushing out to be slaughtered; a ghastly mingling of prayers and curses, of laughter and wailing. In most places there was indiscriminate butchery of all Huguenots. Here and there these parties of murderers did their work in an orderly manner. One such party was headed by the Duke of Guise. He hastened to the house of Coligny, and sent one of his men to force an entrance. The fellow made his way to the Admiral's couch and stabbed him. "Is it done?" asked the Duke from below. "Yes," was the answer. "Let us see the body," shouted the leader. So the quivering corpse was thrown out of the window. The Duke looked closely at the face, and when he knew that it belonged to his old enemy, he kicked it again and again. Then he hurried off, exclaiming merrily, "Come, comrades! On with your work! God and the King command it!" Many such scenes occurred. Sidney, lodging with Walsingham, was safe; but there were sights sad and horrible enough to swim in his eyes for a lifetime. Had he looked next morning from the ambassador's house to the palace, he might have seen the king, who a fortnight before had assigned him a post in his household, standing at his bedroom window with a broken arquebuss in his hand, trying in vain to fire towards the Faubourg Saint Germain, where Protestants mostly congregated, and screaming "Kill! Kill! They did kill. It was reckoned that at least 5,000 Huguenots were murdered in Paris, and about 100,000 in the Provinces. For seven days the slaughter lasted, and through the time blood flowed in the streets like rain.—"Sir Philip Sidney." By H. R. Fox Bourne. (London: G. P. Putnam's Sons.)

A photographer advertises: "In consequence of the daily increase of accidents by railway, the public are earnestly requested to call at — and have their portraits taken, that some memento of departed friends may be left to sorrowing survivors."

Had it before.—Rosy boy: "Why didn't you take a wedding trip, Bloodgood?" Bloodgood: "Well, you see, my wife and I came to the conclusion it wouldn't be much of a novelty for us. We met first on a steamer on the Atlantic Ocean, I proposed in Sweden, was accepted in Russia, obtained her father's permission in America, the marriage settlement was drawn up in Germany, and we were married in England."

## DOMESTIC RECIPROCITY.

She (at the desk): "Dear, please tell me how to spell costume. I'm writing to mother about my lovely new gown."

He: "Well, are you ready?"

She: "Yes."

He: "C-o-s-t, cost."

She: "Yes."

He: "T-o, to."

She: "Well?"

He: "M-e, me—200dol., as yet unpaid."

She: "You're a wretch."

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